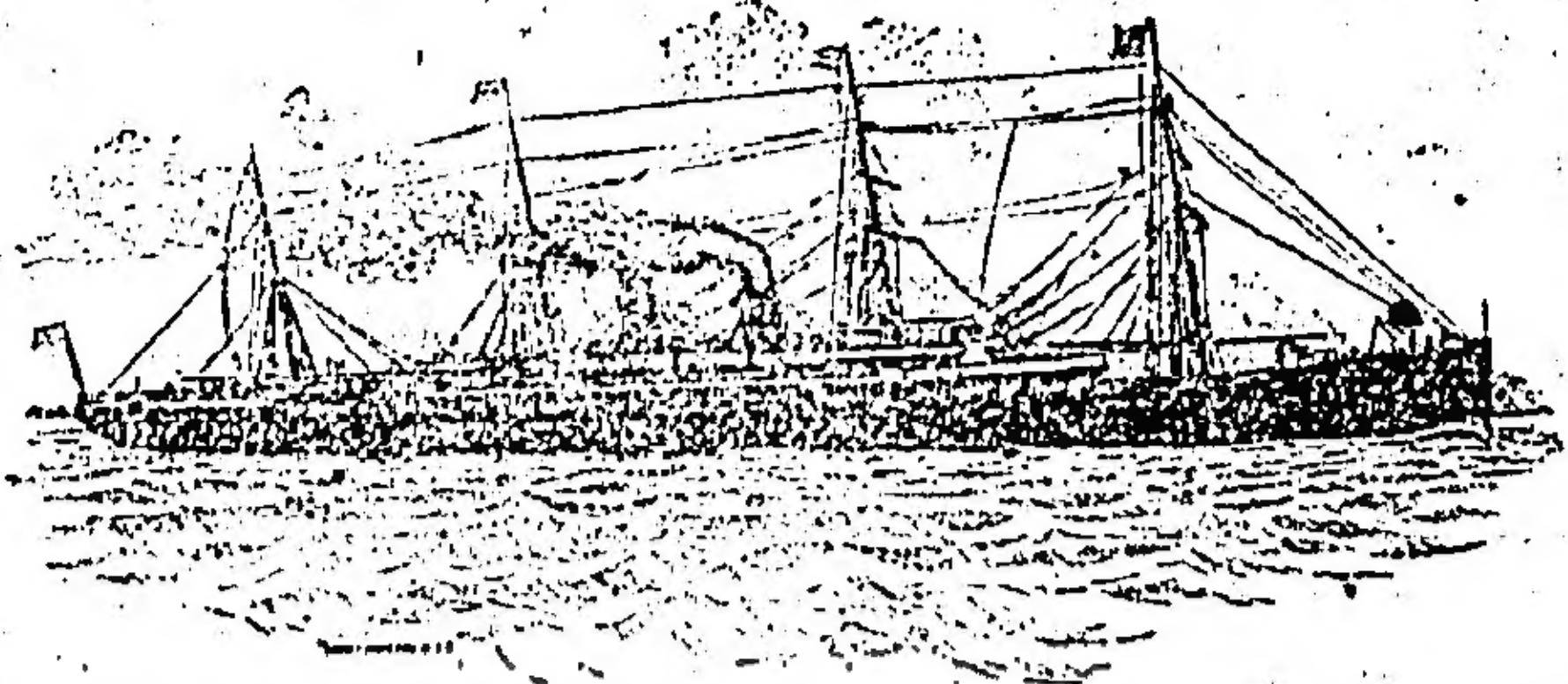


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	FRIDAY, 28th November, at Daylight.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GAELIC"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DOKIO"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 28th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

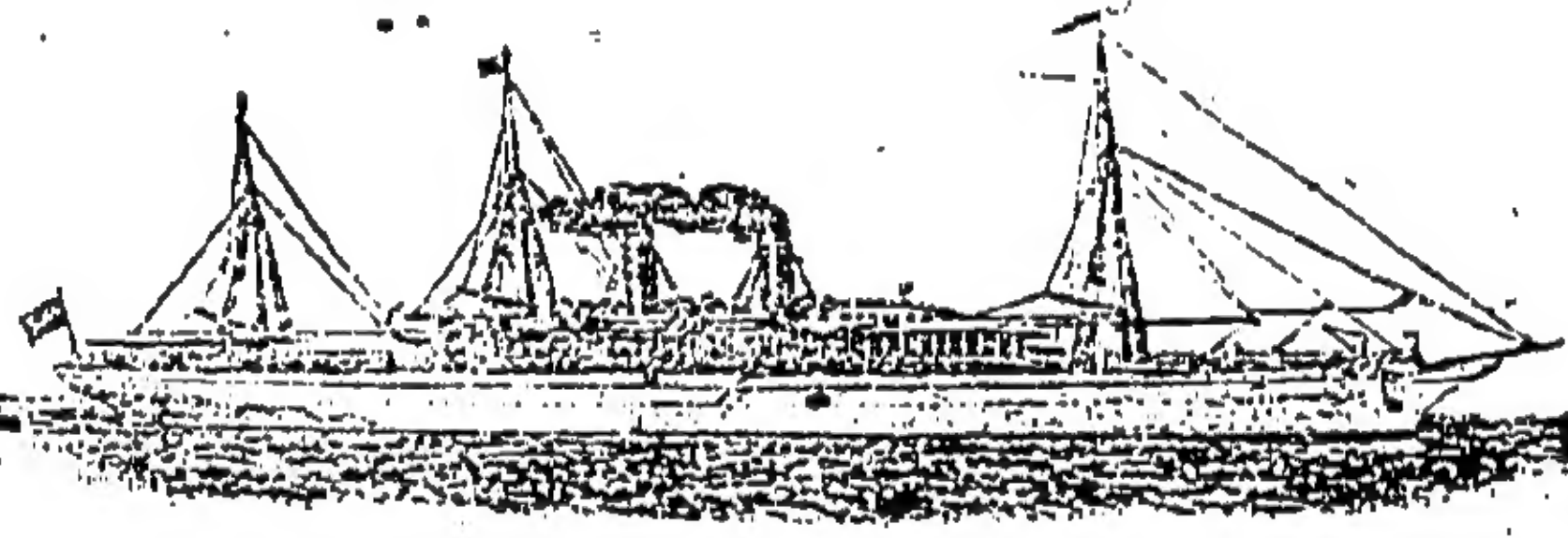
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage, and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.
ATHENIAN	Comdr. H. Mowatt WEDNESDAY, 31st Dec.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th Jan.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 11th Feb.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 5, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 19th November, 1902.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE and HAMBURG.	3rd Dec. Freight.
Niedermeyer	(Calling at SINGAPORE and PENANG.)	
SUEVIA	HAVRE and HAMBURG.	17th Dec. Freight.
Torek	(Calling at SINGAPORE and COLOMBO.)	
ALESIA	GENOA and HAMBURG.	31st Dec. Freight.
Schonfeld	(Calling at SINGAPORE and PENANG.)	
NURNBERG	HAVRE and HAMBURG.	13th Jan. Freight.
Jahrb	(Calling at SINGAPORE and COLOMBO.)	
SILESIA	HAVRE and HAMBURG.	27th Jan. Freight.
Bahle	(Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings

Hongkong, 18th November, 1902.

Announcements.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 13, Beacomfield Arcade, Victoria, in the Colony of Hongkong, TO-MORROW, the 27th day of November, 1902, at 12 o'clock, Noon, when the Subjoined Special Resolution which was passed at the Extraordinary General Meeting held on the 11th day of November, 1901, will be submitted for confirmation:—

- That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$11 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one New Share of \$11, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.
- That of the remaining \$1 payable in respect of each of the New Shares, the sum of 50 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 26th November, 1902. [1199d]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of the MEMBERS of the above Club will be held at the GRAND STAND, Race Course Enclosure, at 5 P.M., on FRIDAY, the 28th instant.

BUSINESS:—To pass the Programme of the Race Meeting to be held in February next.

By Order,
J. GRANT,
Secretary.

Hongkong, 20th November, 1902. [1230d]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1902 at the RATE of FIFTY CENTS per Share (or FIVE PER CENT on the Capital of the Company) will be PAYABLE at THE HONGKONG AND SHANGHAI BANK, HONGKONG, on and after SATURDAY, the 29th instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE at THE HONGKONG AND SHANGHAI BANK, SHANGHAI, on Presentation of Warrants there, on and after the same date.

The REGISTER of SHARES will be CLOSED from MONDAY, the 24th instant, until TUESDAY, the 2nd December, both Days inclusive, during which Period NO Transfer of Shares will be registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, 17th November, 1902. [1229d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held in the CITY HALL, Queen's Road, Hongkong, at 11 o'clock A.M., on MONDAY, the 8th December, 1902, for the purpose of discussing and, if thought fit, of approving the Directors' Proposals for Construction of a New Dock as contained in the Circular to Shareholders dated the 22nd September, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from 9 A.M. to 1 P.M. inclusive on the 8th December.

By Order of the Board,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 25th November, 1902. [1286d]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the COMPANY'S TOWN DEPOT, 2, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,
S. A. SETH,
Secretary.

Hongkong, 19th November, 1902. [1243d]

ST. ANDREW'S BALL, 1902.

AS no Scotsman can attend the Ball on 28th instant, but as a Subscriber, the Names of intending Subscribers (Naval and Military included) should be sent to the Undersigned as early as possible. To prevent inconvenience to gentlemen attending the Ball they are specially reminded that the Invitation card counterfoil WILL BE COLLECTED ON ENTERING THE HALL.

DAVID WOOD,
Hon. Secretary.

Hongkong, 24th November, 1902. [1277d]

NOTICE.

WE, THE BAN AN STEAMSHIP CO., LIMITED, of Victoria, Hongkong, hereby give Notice that in consequence of change of owners, we have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship *ESMERALDA*, of Hongkong Official Number 95,859 of Gross Tonnage 1,495 tons, Register Tonnage 665 tons, heretofore owned by The China and Manila Steamship Company Limited for Permission to change her name to *AN PLO* and to have her registered in the New Name at the Port of Hongkong as owned by The Ban An Steamship Company Limited. Any Objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within 7 days from the Appearance of this Advertisement.

Dated at Victoria, Hongkong, the 20th day of November, 1902. [1260d]

Announcements.

HONGKONG REGATTA.

ENTRIES for the FORTHCOMING REGATTA will be CLOSED on SATURDAY, the 29th instant, at 7 P.M. sharp. Entries for the Light Gigs, Men-of-War Cutters, Gigs and Whalers will be post Entries. FRANK W. WHITE,
Hon. Secretary, V.R.C.
C. M. GALE,
Hon. Secretary, H.K.B.C.
Hongkong, 21st November, 1902. [1279d]

SALT

HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Vieux Road.

Hongkong 17th November, 1902. [127d]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

INSULATORS,

ELECTRIC BELLS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 14th October, 1902. [116]

NOW READY

THE PAMPHLET ENTITLED:

"THE HONGKONG DOCK CO. ITS PRESENT AND FUTURE PROSPECTS."

Discussed in connection with the proposal for the construction of a New Dock.

PRICE: 50 cents, cash.

Apply to the

HONGKONG TELEGRAPH OFFICE,
1, ICE HOUSE ROAD.

Hongkong, 14th October, 1902.

Hotels.

GO TO THE

KOWLOON HOTEL, KOWLOON.

J. H. DOWNS,
Manager.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST-CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c]

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.

CONNAUGHT HOUSE.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOIDS and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1902.

[121]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1902. [1256c]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10 per case of 48 bottles (quarts.)

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 20th May, 1902. [1595d]

DROZ & Co.,

WATCH MANUFACTURERS.

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:

MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS

by competent European experts at Moderate Rate.

NO. 14, QUEEN'S ROAD CENTRAL.

Hongkong, 10th October, 1902. [1246c]

CHRISTMAS CAKES.

H. RUTTONJEE begs to inform the Public of Hongkong, Kowloon and Coast Ports that having secured the services of a First Class Competent Pastry Baker with a very long experience in his business, he is in a position to make splendid CHRISTMAS CAKES this year. He used to assure his numerous kind patrons that no efforts will be spared to make his XMAS CAKES of the finest and most expensive ingredients obtainable.

10% Discount for Cash.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

Nos. 39 and 41, Elgin Road, K

SERIOUS FIRE AT SHANGHAI.

DEFECTIVE FIRE DEPARTMENT.

On the 20th inst. a large fire broke out in the new red brick building owned by the Imperial Chinese Railway Administration behind the Chinese Telegraph Company's premises, and abutting on the Szechuen and Foochow Roads. The whole of the top and second storeys were completely gutted and it was some time ere the firemen were able to obtain a mastery over the flames. They had to obtain the service of the fire float and an engine owing to the height of the buildings, but the flames were fortunately confined to the one building and at 4 p.m. all danger of spreading had been overcome. In connection with the fire we learn from the *China Gazette* that, "it was indeed a sorry and significant exhibition of the obsolete nature of our fire-fighting resources, though Mr. Wood, the Waterworks Engineer, assured us positively that the Water Tower was quite full of water, in which case it is clear that in view of the vast number of new buildings almost twice as high as that attacked to-day, now springing up on all sides, the tower must be raised or some other means devised of meeting the altered conditions which the firemen are to-day called upon to face." If they cannot tackle in more efficient style a three storey building we wonder what they are to do with the five and six storey blocks, which will be simply death traps, unless more prompt and efficient measures than now apparently exist are devised. The building was insured with the Hongkong Fire and the contents with the Meiji.

LAUNCH OF THE "PALAWAN."

LAST OF PHILIPPINE PATROLS LEAVES THE WAYS.

At Farnham, Boyd and Co.'s Old Dock the last of ten revenue cutters built for the Civil Government of the Philippines was successfully launched on the 18th inst. says the *Shanghai Times*. These boats were built for the purpose of coast and river patrol in the Philippines and were all named after islands of the archipelago. They are 148 feet long over all, 25 feet beam with 114 feet depth of hold. Cost of each was about £15,000. The speed called for in the contract was to knots, but they have all shown 12½ knots on trial trips. Five of them have been completed and are now in the islands. These are the *Negros*, *Luzon*, *Poillo*, *Manila* and *Corregidor*. The *Batavia* and *Bahab* will be finished and despatched some time this month, and the *Palawan*, *Tablis*, and *Basalin* will be finished in January. Capt. H. C. Struve formerly commanding the army transport *Hancock* has been overseeing the work on behalf of the Philippine Government and is highly pleased with the boats in every particular.

SHIPPING ON THE YANGTSE.

The following table compiled from the advance copies of reports on, and returns of, Chinese trade for the year 1901 shows that British shipping on the Yangtse, though well ahead of all other nationalities together, does not show quite the same preponderance as in former years:—

Nationality		1899	1900	1901
British	per cent	60.3	55.0	51.2
Chinese	"	25.9	22.7	17.1
Japanese	"	7.1	8.7	10.0
German	"	2.6	10.1	17.5
American	"	1.0	1.1	7.6
Russian	"	9	0.6	0.6
All others	"	2.2	1.8	2.0

ASK for ASAHI JAPANESE BEER.—G. Girault.

HANKOW-FOOCHOW RAILWAY.

The *Asahi* reports that negotiations with reference to Japan's demand for a concession to lay a railway from Amoy to Hankow, via Foochow, have been going on successfully of late. In this connection it is also reported by various native papers at Shanghai that a certain Chinese official at Peking is now contemplating laying a railway between Foochow and Hankow of which the capital is to be equally contributed by Chinese, British and Japanese capitalists and a certain Japanese millionaire (Baron Shibusawa?), who was lately in London, has settled the question with London capitalists. The capital for this railway is said to be 30,000,000 taels, and British, Japanese and Chinese are to contribute ten millions each, but in case Chinese are not able to contribute then British will take up 20 millions instead. This is one of the outcomes, says the native papers, of the new Anglo-Japanese Alliance and Chinese merchants had better join in the scheme, as, if Chinese will join the same, they may retain an interest therein, but in case they will not join, the profits and advantages will go to both British and Japanese only.

ROYAL PROGRESS THROUGH THE METROPOLIS.

INCIDENTS OF THE DAY.

LONDON, October 25th.

The King and Queen started on their Royal progress toward the City shortly after noon to-day in somewhat dull weather. The rain, however, held off, and the temperature was sufficiently mild to make the day enjoyable. Outside Buckingham Palace a great crowd had been waiting for hours, watching the arrivals and departures, and the forming up of the procession. The brilliancy of the latter was greatly detracted from by the fact that all the troops were cloaked. The only touch of colour was from the lance pennants of the Lancers and the brass helmets of the heavy cavalry, while the khaki-painted guns of the artillery and a naval gun of the same hue, added to the general tone of sombreness. The roofs of houses near the Palace and other points of vantage giving a view of the picturesque panorama, in Green Park and the historic Mall were filled with spectators, whose cheering announced to the less prominent public, the starting of the State carriage with their Majesties.

The King wore a Field Marshal's uniform, with the cloak thrown back, showing his decorations. The Queen wore a straw-colored tunic, and fur collar and cloak. Both the King and the Queen looked extremely well, and continually bowed their acknowledgments of the warm welcome extended to them.

The King's escort of Life Guards, equestris, etc., was the only detachment of the procession not wearing cloaks, and these troopers made a brilliant display. Partly in consequence of the length of the route there was no great crush of people, with the exception of the open spaces, like Trafalgar Square, where the London County Council presented the King with an address of welcome, and where the Boer generals, Botha, Delarey and De Wet, were prominent among the spectators; and at the City boundary, Temple Bar, where the Lord Mayor, Sheriffs and other City officials welcomed His Majesty and presented him with

THE CITY'S SWORD.

Owing to the King's carriage being the last, some confusion occurred at the entrance to the Guildhall, in an endeavour to empty the carriage.

ages quickly and avoid keeping. His Majesty waiting. Several of the princesses were rather unceremoniously deposited on the sidewalk, where they tried to throw their wraps into carriages, which were being hustled off down a narrow street, and a confused mass of princesses, ladies-in-waiting and a ch. generals as had time to dismount, gathered under the canopied entrance.

The procession then started off down a long picturesque row of "Beefeaters." In the great hall the seven hundred persons waiting about the luncheon tables cheered as the King came in. His Majesty accepted the Corporation's address, and then the members of the Royal Family sat down and the luncheon commenced.

The most interesting feature of the Royal progress up to this point was the King's reply to the address of the London County Council in Trafalgar Square. The Boer generals occupied seats in the centre of the County Council stand, immediately facing the King.

HIS MAJESTY'S REPLY was clearly audible to all in the vicinity. He said:

"It gives me much pleasure both to myself and the Queen to receive in person the loyal and dutiful address of the centre of municipal authority, on the occasion of our progress throughout the Capital of the Empire, and to receive the greetings of our people on our Coronation. Your confidence that my favour will be extended to every measure calculated to ameliorate the conditions of my subjects is well founded, and of the numerous important questions which come under your consideration, none appeal more strongly to my interest and sympathy than those directly touching the welfare of the poorer classes in this and other great cities. I thank you for your good wishes for myself and my house. I cordially share your aspiration that it may be granted me by the same Divine Providence which preserved my life from imminent danger to reign over my firmly-established and peaceful Empire, and in the loyal hearts of my contented and prosperous people."

After luncheon the Common Crier called for A TOAST

to His Majesty the King, and Madame Albani, stationed in one of the galleries, sang the National Anthem, in which the whole company joined.

After other formal toasts, the party left the hall, the procession reformed and it restarted on its progress across the river. The pageant traversed several miles of streets on the Surrey side of the River Thames. There was no special incident, though the heartiness of the welcome far transcended anything heard in the more aristocratic portions of the route.

Their Majesties returned to the Palace shortly after 3.30, the pageant and its incidental exercises having occupied about three and a-half hours.

No untoward incident occurred during the progress of the Royal procession, and the only unexpected feature was introduced in the circulation of an alarmist report that the Guildhall had taken fire shortly after Their Majesties had resumed their triumphal progress. The Fire Department apparatus was hurried to the scene of supposed danger, but investigation disclosed that the fire was in the dome of the building where the luncheon was held. The firemen easily subdued the flames.

Several firemen expressed the belief that the fire was smouldering while the King was actually at luncheon. The fire is said to have been caused by a fused wire.

Intimations.

THE NEW FRENCH REMEDY.

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossel, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superinduces injections, those of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a remedy of the blood, cures pimples, spots, blotches, pimples and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the system, and the ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

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THERAPION is sold by the principal Chemists and Dispensaries throughout the world. Price in England 2/6 & 4/6. In order to date which of the three numbers is required, observe above Trade Mark, which is a facsimile of a word. "THERAPION" is written on a red ground, and is surrounded by a circle of white letters on a red ground, and is affixed to every package by order of the Majesty's House Commissioners, and without which it is a forgery.

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SANG MOW.

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DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central, Hongkong, 1st January 1902. 1150d

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS. Hongkong, 22nd November 1902.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	THURSDAY, 27th Nov., at 4 P.M.
KUMANO MARU	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 28th Nov., at Noon.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 29th Nov., at Daylight.
BINGO MARU	KOBE AND YOKOHAMA	MONDAY, 1st Dec., at 4 P.M.
IYO MARU	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	TUESDAY, 2nd Dec., at 4 P.M.
HIROSHIMA MARU	KOBE AND YOKOHAMA	TUESDAY, 2nd Dec., at Noon.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	FRIDAY, 5th Dec., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 24th November, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the a.s. *Polynésie*, which vessel takes on her Passengers and Mails leaving that Port on the 13th December Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 31st instant. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th November, 1902. 1100cd

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Glenzie	G. E. Warner	3,750	Dec. 6
Tacoma	A. Dixon	2,811	Dec. 17
Tremont	J. Panten	9,668	Dec. 30
Victoria	J. Panten	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 24th November, 1902. 1874d

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 18th Nov. 1902. 125

Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on MONDAY, the 1st December, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th November, 1902. 1128cd

For Sale.

FOR SALE.

ONE BROADWOOD PIANO. ROOM No. 146, Hongkong Hotel. Hongkong, 7th August, 1902. 1154d

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"PARRAMATTA." Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th December, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 22nd November, 1902. 1151d

To be Let.

TO LET.

NO. 4, KNUTSFORD TERRACE—Kowloon. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 21st November, 1902. 1126fd

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. 11104d

TO LET.

"WESTLEY," UPPER RICHMOND ROAD. Apply to LAU CHU-PAK, C/o A. S. WATSON & Co., LTD. Hongkong, 17th September, 1902. 11085d

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902. Apply to E. JONES HUGHES. Hongkong, 7th October, 1902. 11053d

TO LET.

HOUSES IN CLIFTON GARDENS, COMBUT ROAD, GODOWNS at BOWRINGTON, Praya East HOUSES at CAUSEWAY BAY, facing the Polo Ground. "THE RETREAT"—Mr. KILLET, No. 4, LIPSON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 17th September, 1902. 1109cd

CHEONG SHING.

No. 30, Queen's Road Central.

(Opposite to Messrs. GAUFF & Co.)

DEALERS IN Jewellery and Silks, Pearls and Jade-stones

Ware, Ivory Ware and Carved, Chinese Goods of all kinds

And also General Exporters. An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. 11164d



SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. get it for the Lowest Price at which such a machine can be furnished. will receive careful instruction from a competent teacher at your home. can obtain necessary accessories direct from the Company's offices. will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.

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WINE AND SPIRIT MERCHANTS.

BRANDY.

	Per case of 12 bottles.	Per bottle.
A.—HENNESSY'S OLD PALE.		
RED CAPSULE ...	\$18.00	\$1.50
B.—SUPERIOR VERY OLD		
COGNAC, RED CAPSULE...	24.00	2.00
C.—VERY OLD LIQUEUR		
COGNAC...	30.00	2.50
D.—HENNESSY'S FINEST		
VERY OLD LIQUEUR		
COGNAC, 1872 VINTAGE,		
RED CAPSULE ...	36.00	3.00

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

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DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE. ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES. COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK. PROMPT RETURN. Hongkong, 8th July, 1902. [728d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net, ex Factory. \$3.50 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th March, 1902. [19]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Roderichs' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. N° 10, 12, & 14, Queen's Road Central. [19]

NOTICE. All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House Room, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$10 per annum. WEEKLY—\$14 per annum. The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 26, 1902.

OUR UNSTABLE CURRENCY.

Face to face with the steadily depreciating dollar it must be admitted that the outlook for the commercial class, as indeed for all classes, excepting bankers and bill brokers, is anything but pleasing to contemplate. Yesterday we published the report that a financial panic is threatening at Shanghai. Our information is that, owing to the recent severe and still persistent fall in exchange, numbers of Chinese, who have entered into heavy business engagements with foreigners, are leaving the port with a view to evading their responsibilities. Although matters have not yet reached such an acute stage here in the South, it is generally admitted that the outlook is distinctly gloomy. With the approach of the Chinese New Year and the consequent financial stringency in the native money market, it is to be feared that the situation is one of considerable embarrassment. The time seems now to have approached when some well defined line of action should be taken for the protection of this Colony and for the safeguarding of trading and other interests. The unfavourable conditions attending trade in China as a result of the failure of the rice crop have become seriously aggravated by the persistent fall in the value of the dollar. At the meeting of the Chamber of Commerce held on the 13th July, 1893, to consider the propriety of legalising the tender of the Japanese yen in Hongkong, the chairman remarked that anticipations of any action on the part of the Indian Government tending to injure the trade between India and China were then already paralysing business. The protection of the rupee and the non-protection of the dollar had had its natural effect and for the first time in the world's history the value of the dollar in Hongkong was, at that time, a little less than half a crown. To-day it is worth just a fraction over eighteen pence, and what its effect has been upon traders and others, it is only those who have felt the pinch can best tell. Chinese merchants complain that the present year has been the worst for the past decade. Fluctuations in foreign exchange have now become exceedingly frequent and unreliable. It is not the case of a depression and panic, obeying the common laws of monetary crises; that have been preceded by a period of unusual business activity. It is simply a question of the instability of the Colony's currency, which has rendered almost every transaction in the import trade one of speculation in exchange. The standard of value is lost, and business men are compelled to pay attention to changes in the money market, so that foreign trade is now largely a matter of monetary speculation. The basic cause is, apparently, not beyond legislative remedy, and the sooner it is applied to bring about a much-needed relief the better must it be to the interest and prosperity of our Colony whose progress must unfortunately be retarded if the relief is not immediately devised and promptly applied. For Singapore and the Federated Malay States, a Colonial Office Committee has already been appointed to consider the advisability of adopting a gold currency for the Straits Settlements and those States. Early in September, 1897, an invitation was received in Hongkong from the Singapore Chamber of Commerce to join that body in taking action to induce the Government of both Colonies to secure fixity of exchange and place the currency on a sounder basis. In his letter, dated 26th August, 1897, the Secretary of the Singapore Chamber of Commerce wrote as follows:—"The recent very heavy decline in silver has led to the question, being viewed here with even more gravity than in the past, and, as the subject must also be of material interest to Hongkong, my Committee have instructed me to acquaint you that it is now receiving consideration at the hands of a Sub-Committee, and I am also directed to inquire if your Committee contemplates moving in the matter in any way." The Committee of the local Chamber of Commerce lost no time in meeting to consider the suggestion, recognising as they did the great importance of the question at issue. As the subsequent course of exchange has

shown, it is much to be regretted that the Hongkong Chamber of Commerce considered that the very different positions occupied by the two Colonies rendered it impossible for combined action in the direction of procuring relief from the instability of silver. Referring to this complex problem at the annual meeting of the Chamber on the 5th April, 1898, the Chairman, Mr. R. M. Gray, said that it was quite impracticable to effect a divorce from the currency of China, where our main trade lies and with whom we are in such close proximity. Now a call for relief from the present monetary stringency, uncertainty and unsettlement comes from the Chinese, and the necessity for a scheme is urged in the immediate interests of all concerned. The first step would be to call a general meeting of the Hongkong Chamber of Commerce, and if the consensus of opinion should be that some action, though late, ought to be taken, no time must be lost in approaching the Colonial Government to obtain, by legislative enactment, or otherwise, the relief from the present tension, which cannot do otherwise than blight the best prospects of this prosperous Colony. With a stable exchange the hope of inviting capitalists in gold-using countries in order to initiate new industries on the additional territory we recently acquired on the mainland and help on the growth of those already established, will doubtless be realized.

UNION JACK OR YELLOW DRAGON?

It is eminently satisfactory to find that Sir Ernest Satow is not following in the footsteps of his predecessors at Peking, and permitting himself and his Government to be open to the severest criticisms of Britishers and ridiculed at the hands of foreigners. He is making a new departure that should maintain the dignity of Great Britain and lead China and the foreign powers to see that British interests are guarded by British influence. He has already maintained our dignity respecting the Hunan massacre, and, according to Reuters, is now protecting the British coal mines at Tongshan where the dragon flag has been gracefully floating out in "honour (?) of the Birthday of the Empress Dowager." The China Engineering and Mining Co. is incorporated under the laws of Great Britain, and Sir Ernest was doing what every Britisher would do when he had the yellow dragon pulled down from the flagstaff to make room for its lawful possessor—the Union Jack.

LOCAL AND GENERAL.

THE PHRA NANG'S CARGO consisted of 32,000 piculs of rice consigned to Hongkong.

BALL:—The officers of the 33rd Burma Infantry are giving a ball at Kowloon to-night.

MR. QUONG TART has been presented with a silver snuff and a cheque for 300 guineas by the Mayor of Sydney, on behalf of the city.

THE LATE CAPT. FIFE:—The Chinese authorities at Amoy have subscribed \$800 towards a tablet to Capt. Fife who was killed in the recent great fire.

THE ST. LOUIS EXPOSITION.—The Prince and Princess of Wales will probably attend at the opening ceremony of the St. Louis (U.S.A.) Exposition in 1904.

ANOTHER CONCESSION BY THE WAR OFFICE:—It is announced that in future the War Office will provide officers of cavalry and horse artillery regiments with two chargers free, and other mounted officers with one charger.

A PENSION FOR JOHN GORST:—The Government have granted Sir John Eldon Gorst, M.P., who has been Vice-president of the Committee of Council on Education since 1895 a political service pension of £1200 per annum.

THE MEN OF H.M.S. TERRIBLE BANGLED:—The management of the Daily Express banquet crew of H.M.S. Terrible, which recently returned after a long period of active service, at the Holborn Restaurant.

THE MELBOURNE CUP was won by Clark and Robinson's The Victory, with F. Musgrave's Vanity Fair, second, and R. Phillips' Abundance, third. The betting was 25 to 1 against the winner, 30 to 1 against Vanity Fair, while Abundance received 7 to 2 against.

A SOCIETY IDEAL:—The wife of Mr. Hugh Watt, an ex-member of the House of Commons, has recovered £5000 damages against Lady Violet Proctor-Beauchamp, who, in a letter to Mr. Watt, described the plaintiff as "a real devil, a criminal in human form."

THE MESSAGERIES MARITIMES.—The directors of the Messageries Maritimes have passed the usual dividend, and resolved to write off half the nominal capital of the company, in addition to raising 15,000,000 francs (£600,000) upon the preference shares, with which to build cargo boats.

NOT WANTED IN CANADA:—The Montreal Chamber of Commerce has refused to assist in the formation of a Canadian branch of the Royal Navy League, alleging that Canada has no need for a navy.

WU TING FANG, ex-Chinese Minister to Washington, has been ordered by the Peking Government, by a secret decree, to proceed to Japan to investigate the situation in that country before coming to China in order to be able to tell the Peking Court the true position in the north-eastern empire.

PATE THE FINE GRAS was one of the items on the menu for the dinner to the King and Queen on the occasion of their visit to the Guildhall on the 25th ult., and the Humanitarian League petitioned the Lord Mayor against its retention, on the ground of the cruelty inflicted on the geese in order to procure it.

C. P. R. ENGINES FROM GLASGOW:—Unable to secure prompt delivery of urgently required motive power from American and Canadian builders, the Canadian Pacific Railway has placed an order with a Glasgow firm of locomotive builders, for ten large locomotives. These will be the first locomotives imported into Canada from Great Britain in nearly half a century.

MA AFTER THE BOXERS.—General Ma with his troops have arrived in Chaoyang and are encamped at Hung Shan Tse, only ten miles from the stronghold of the Boxers in Jehol. He is waiting for reinforcements before attacking the rebels. Thus far General Ma's campaign to restore order in Jehol province has been successful, all of the bands having been dispersed excepting the one now to be attacked.

STRANGE REPORT FROM TIBET:—A Peking correspondent to the Sin Wan-pao says: Yü Kiang, Imperial Resident at Tibet, has recently wired the Grand Council that the British authorities are building a railway in a great hurry and according to a telegram from Khabul the railway was to be opened up to Anterior-Tibet at the end of October. This report seems to the China Gazette to be circulated by Shen's organ with a purpose.

THE EMPRESS-DOWAGER'S FORTHOUGHT:—The Sin Wan-pao gathers that the Empress-Dowager desires to see Prince Chun enter the Grand Council for the purpose of acquiring experience, as she is getting old herself and when she can no longer guide the reins of government, Prince Chun may act as adviser to his brother, the Emperor. Her first choice was Prince Su who gratefully but firmly declined, so the choice fell on Prince Chun.

KING LEOPOLD:—Emily Crawford, in Truth, says that the Countess de Lonyay (formerly Crown Princess Stephanie of Austria-Hungary), and the creditors of Princess Philip of Saxe-Coburg, will probably be forced to sue their father, King Leopold of Belgium, to obtain their shares of their mother's fortune, amounting to £40,000 which she left equally to her two daughters. It is believed that the King claims the money as a creditor for amounts lent and unpaid.

BANK ROBBERY IN CHEFOO:—Last Monday forenoon, the desk of the Manager of the Hongkong and Shanghai Bank here was broken into while the reception at the British Consulate was being held, and a very large sum of money extracted, silver and notes. A number of valuable documents, however, which seemed of value were left behind. Two boys and two coolies, supposed to be in charge of the premises, have been arrested and sent to the gaol, and thence to Fung An Hsien; but up to now we have not heard of the recovery of the stolen property.—Chefoo Express.

BY KIND PERMISSION of Col. Iremonger and officers, the Band of the 33rd Burma Infantry will play the following selection at the Kowloon Hotel's Garden on Thursday, the 27th inst., from 7.30 to 10 p.m.

PROGRAMME.
March "Maze".....Mansel Klein.
Overture "Tosidola".....Cserubini.
Sélection "The Messenger Boy".....Ivan Caryll.
Comet Song "Eine Nacht in der Schwelma".....Hummel.
Sélection "Mirette".....Messager.
Valse "Ten Jolly Bachelors".....Waldteufel.
EXTRA.
Dance Quintette "Punch and Judy".....Dorcellet.

THE KWANGSI REBELLION:—The Sin Wan-pao is in receipt of dispatches to the effect that Governor Wang Chih-ch'ün, of Kwangsi, recently reported to the Throne that a rebel leader, named Huang Tsé-lin, with six followers, whose band had been defeated in a battle with Government troops, having fled across the border into Annamese territory were subsequently captured by the French military authorities there and afterwards handed over to a deputy of the said Governor. The same paper states that a Kwangsi Taoist named Pan, has come to Shanghai to receive the sum of half-a-million taels from the Hongkong and Shanghai Bank, being a loan made by the Governor of Kwangsi with that Bank for the purpose of prosecuting the war in that province and the payment of troops who are greatly in arrears.

THE WEATHER.

The following report is from Mr. F. G. F. Acting Director of the Hongkong Observatory:—
On the 26th at 11.30 a.m. Barometer changes are unimportant.
The high pressure area still covers N. China and the Sea of Japan. Strong monsoon along the China coast and over the N. part of the China Sea.
Forecast:—fresh N.E. winds; fair.

ST. GEORGE'S BALL.

DIFFERENCE OF OPINION.

Last evening a meeting of subscribers to St. George's Ball was held at the City Hall to discuss the finances of the undertaking and other pros and cons connected with the proposed function. His Honour the Chief Justice, Sir William Gooden presided, and the members of the provisional committee present were: His Honour A. G. Wise, Hon. R. Murray Rumsey, Commodore G. Robinson and Messrs. H. E. Pollock, K. C., G. H. Medhurst, J. Macleod, B. Layton and E. W. Mitchell (Hon. Secretary).

The chairman, in his opening speech, said they had called the meeting to discuss the possibility of carrying out the proposed scheme. At present there were only 161 subscribers, which, at \$25 per head, meant \$4,025. There was also some \$500 to the credit of the St. George's Ball fund at the Hongkong and Shanghai Bank, the surplus of a previous ball, and in order to make up the \$6,000 required to conduct the undertaking they still wanted \$1,500. One way out of the difficulty was by raising a guarantee fund.

Mr. W. Danby opined that as soon as the date was fixed and the ball officially announced new subscribers would soon supply the deficit. The Englishmen only gave a ball once every five years, and it would be a disgrace if this one was not held on account of finances, and if the committee could not accomplish it he thought they ought to be ashamed of themselves.

The Hon. R. Murray Rumsey made a lengthy speech and strongly resented Mr. Danby's remark that the committee ought to be ashamed of themselves. He suggested that it would be better if Mr. Danby was one of the committee.

After a long discussion it was decided that the ball should be held on the 6th January 1903, that a guarantee fund should be started to meet the possible emergency, also that no resident Englishmen could be invited as guests, but invitations should be issued to those of St. Andrew's Society who were subscribers to the St. Andrew's Ball.

A somewhat heated discussion arose as to whether guests of subscribers should be paid for, and it was finally decided that subscribers should be allowed to bring their wife and daughter, or a married couple, or one guest free, but for each additional guest they should pay \$5.

Mr. Wise strongly opposed the motion that any guests should be paid for, and he afterwards refused office in connection with the ball saying he would not be connected with a hall where there were paying guests.

On account of the limited space of the ball room, it was decided to leave it to the committee to restrict the number of guests.

The officers were then elected and the business in connection with the guarantee fund was afterwards proceeded with.

THE CHINESE AND THE NEW PUBLIC HEALTH BILL.

MEETING AT THE CHINESE COMMERCIAL UNION.

In view of the references we have from time to time made to the new Public Health and Buildings Bill, which has been before the public since July last, the following excerpts, translated from a Chinese contemporary, from a report of proceedings of a meeting held at the Chinese Commercial Union on the 24th, will be read with interest. There were present at the meeting: Messrs. Fung Wa Chun (President), Chai Siu Ki (Secretary), Chan Kang Yu (Treasurer), A. Rumbin, Siu Tak Fan, Chun Kim Fing, Ho Kan Tong, L. Y. Chu Pak, Lee Sow Hin, Liao Tsz Shan and about thirty others.

Mr. Fung Wa Chun was in the chair. After certain preliminary remarks by the Chairman, on the Water Meter question, he said that thanks were due to the Rev. Wong Yuk Cho for the publication of pamphlets dealing with the Water Meter question and for enlightening the Chinese on the subject. Thanks must also be given to Messrs. Chan Kang Yu and Ho Kan Tong for raising subscriptions and obtaining signatures to the petition. He also thanked Mr. Ahmet Rumjahn for having drawn attention to the Ridermain System proposed in Mr. Chadwick's special report. He added that at the last meeting of the Union it was announced that the second reading of the Public Health Bill had been postponed one month, and to his surprise he found that the Bill is to be brought up again for second reading on Thursday next.

Mr. Ahmet Rumjahn was invited to address the meeting, and he thereupon suggested that the Hon. Dr. Ho Kai should be asked to point out the defects in the draft Bill in Council. Mr. Rumjahn thought that the legal fees would be \$300.

On the motion of Mr. Siu Tak Fan, seconded by Mr. Liao Tsz Shan, that Mr. A. Rumjahn be elected an honorary member of Committee of the Union.

Carried.
On the motion of Mr. Lau Chu Pak, seconded by Mr. Chan Kim Fing, it was resolved that a sub-committee consisting of Messrs. Fung Wa Chun, Chai Siu Ki, Chan Kang Yu, Liao Tsz Shan, Siu Tak Fan, A. Rumbin, and Lau Chu Pak, be appointed to confer with the Hon. Dr. Ho Kai with reference to the provisions of the Draft Bill, and that the sum of \$300 be voted to meet Dr. Ho Kai's fees.

Carried.
Proposed by Mr. Lau Chu Pak and seconded by Mr. Liao Tsz Shan, that Mr. A. Rumjahn be elected an honorary member of Committee of the Union.

NAVAL NOTES.

FRE. CH. FLAGSHIP ARRIVES.

As the Siamese armed Yacht *Maha Chakrabarti* was entering by the Green Island pass this morning, the French flag ship *D'Entrecasteaux* steamed into the harbour by Lyenue. She comes from Tonkin and is in command of Admiral Bayle.

H.M.S. *Blenheim* returned from shooting practice yesterday afternoon.

FLOATING FACTORY FOR HONGKONG.

H.M.S. "Hecle" SHORTLY EXPECTED.

The torpedo vessel *Hecle*, of 6,400 tons displacement, is expected at Hongkong shortly from home on her way to the Far East. The *Hecle* is now being converted at Messrs. Laird's yard, at Birkenhead, into a floating factory, and on reaching her destination she will be attached as an auxiliary to the China squadron. The *Hecle* was built at Messrs. Harland and Wolff's Fairfield works twenty-four years ago. She then cost £125,192. It was stated at home that the *Hecle* was to be stationed at Weihaiwei, but there seems to be a good deal of uncertainty in naval circles with regard to the future of Weihaiwei as a naval base, and so the new repair ship may be stationed at Hongkong. It appears that there are two diverse opinions as to the utility of Weihaiwei before the Admiralty at the present moment, and naval men in the East are not quite sure whether Sir E. H. Seymour's or Sir Cyprian Bridge's ideas are to prevail. Certain it is that the tendency at present is to return stores from Weihaiwei to Hongkong.—*Japan Daily Herald*.

JANET WALDOFF CO.

A FINE REPERTOIRE.

The *Lady of Ostend* will be played to-night for the last time and those who would enjoy a healthy laugh should not miss the final opportunity of seeing this amusing comedy. To-morrow Thursday and (Friday) there will be no performances owing to the theatre having been engaged for the St. Andrew's Ball. On Saturday the company will re-appear in Sanderma's masterly drama *Magda*.

Owing to many inquiries being made both by direct application to the management and at the box-office as to the remaining plays of Miss Waldo's repertoire Mr. Arthur Seymour, the Company's representative, has furnished us with a list of those to be produced during the present season. The management have so arranged the repertoire that the leading successful types of classical, standard and modern plays will be presented and the company have already found themselves capable of playing anything from the highest forms of drama to the higher farcical comedies of the day. In order therefore to maintain this variety of representation *Magda* will be followed by Shakespeare's hilarious comedy *Twelfth Night* in which Miss Waldo's Company gained one of their greatest successes during her recent Australian tour. The staging of this comedy will be on a first-class scale, the costumes and mounting generally being the same as that used in the leading theatres of the south. Miss Waldo's ability in emotional drama will again find a good opportunity in the production of Dumas' great play *Camille*, in the same part of which she has earned a wide reputation. An attraction of so little interest follows, in the first production in the East, simultaneous with its success throughout the world, of *Sherlock Holmes*, a dramatization of Sir Conan Doyle's famous work. This will be an event in the theatrical annals of Hongkong which will be looked forward to with eager interest. *The Wreath of Mr. Wright*, one of the spiciest of Broadhurst's farcical comedies will then fill the bill pending the production of a splendid scale of Shakespeare's masterpiece of stage literature *Romeo and Juliet*. This will be followed by the entertaining comedy *Facing the Music*, and after a brief visit to Canton the company will play a short farewell season which will probably conclude with the sensational success of the day, *Sweet Nell Gwynne*.

WARREN'S CIRCUS.

Last night Warren's Circus gave a very successful performance before a fairly good house. Many new features were introduced and the items were favourably received. The main feature was Ninny whose eccentricities and the clever exhibition of his dogs won rounds of applause. The entertainment concluded with the bucking mule, and although \$5 was offered to individuals who could ride the animal, no one won the prize. The Company opens at Macao to-morrow night, and thence proceed to Hanoi.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Bayern*) to-morrow.
American (*America Maru*) 28th inst.
French (*Tonkin*) 1st prox.
American (*Korea*) 6th prox.
Canadian (*Athenian*) 11th prox.
American (*Gladis*) 13th prox.

The P. & O. S. N. Co's steamer *Romney* left Singapore for this port on the 25th inst., at 3 p.m.

The C. M. S. N. Co's steamer *Myone* left Singapore on 5th inst., and is expected here on 30th inst.

The N. Y. K. Co's steamer *Danga Maru* (European Line) left Singapore for this port on the 25th inst., p.m., and is expected to arrive here on the 30th inst.

The P. M. S. S. Co's steamer *America Maru* with mails, &c., left Shanghai for this port this morning at daylight, and is due here on Friday, the 28th inst., at 10 a.m.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS. COTTAM & CO. FOR GENT'S BATHING-GEAR. COTTAM & CO. FOR SUN HATS. COTTAM & CO. FOR WASHING MACHINES. COTTAM & CO. FOR SUMMER UNDERWEAR.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasienische Lloyd.)

Shameful Accusations.

DENOUNCED BY GERMAN PRESS.

BERLIN, Nov. 25th, 11.10 p.m.

The who's of the German press condemn the shameful and calumnious accusations of the Social Democratic paper *Vorwärts* against the late Friedrich Krupp, which are stated to have been the cause of his death through heart disease. The German press are unanimously in praise of Krupp's humanity. The Crown Advocate has taken action against the *Vorwärts*. There is universal mourning throughout Germany, and enormous demonstrations are being prepared for the funeral at which Emperor William will be present in person.

(Reuter's.)

Great Britain and Venezuela.

LONDON, November 24th.

Great Britain is pressing several long standing claims against Venezuela, and it is understood that she has given Venezuela a limited time to comply.

President Roosevelt and Trusts.

President Roosevelt, in a speech at Philadelphia, said that the United States had to deal with many serious industrial questions, including Trusts, but that she had the power, and would find a way, to solve them.

LATER.

The Flag at the Tongsan Mines.

Reuter's Peking correspondent wires that the Chinese having hoisted their flag over the Tongsan Coal-mine, Sir Ernest Satow proceeded thither and instructed the British commander to replace it by the British flag, which was done, the Chinese not resisting.

Mayors Honoured.

His Majesty the King has conferred titles on the Lord Mayor of London, and also on the Mayors of Melbourne and Sydney.

THE DAIRY FARM COMPANY, LIMITED.

The following is the report for presentation to Shareholders at the Sixth Ordinary Yearly Meeting, to be held at the Company's Depot, Wyndham Street, on Monday, the 8th December, at 3 p.m.:

The Directors herewith present to the Shareholders a Statement of the Company's Accounts for the year ended 31st July, 1902.

The profit for the year (including \$3,014.97 brought forward from last account), after writing off \$6,664.32 for depreciation, providing for bad debts, and Directors' and Auditors' fees, amounts to \$15,195.68, from which it is proposed to pay a dividend of Seventy-five cents per share, absorbing \$7,500; to transfer to Reserve \$5,000 and carry forward \$2,695.68.

The Directors regret to have to report that the late Secretary absconded early in October last with funds belonging to the Company.

Directors.—Dr. Noble and Mr. Hindis retire by rotation, and being eligible offer themselves for re-election.

Auditor.—Mr. F. Henderson having resigned, Mr. W. Hutton Potts has audited the accounts in his stead, and now offers himself for election at this meeting.

F. MAI-LAND, Chairman.

Balance Sheet, 31st July, 1902.

LIABILITIES.	
To Capital, 10,000 shares	
at \$7.50 each	\$75,000.00
Less not called up	
\$1.50 per share	15,000.00
	\$60,000.00
Reserve Fund	13,000.00
Accounts Payable	9,480.79
Dividend Unclaimed	310.62
Profit and Loss	15,195.68
	\$79,984.14

ASSETS.

By Cattle	\$42,184.95
Less written off	7,184.95
	\$35,000.00
Property.—Farm Lots	
18, 19, 25 and 38	12,000.00
Buildings	16,779.37
Less written off	4,779.37
	12,000.00
Town Depot	9,000.00
Furniture	287.00
Stores and Utensils	1,206.21
Cash on hand	392.08
Amount invested on Mortgage	12,000.00
Accounts Receivable	9,808.85
Fodder on hand	1,200.00
	\$97,984.14

Profit and Loss Account.

To written off Cattle	\$2,184.95
Buildings	4,779.37
	\$6,964.32
Had Debts	200.00
Directors' and Auditors' Fees	1,550.00
R. P. Moffitt (Miscellaneous Appropriated Funds)	5,735.26
Profit	15,195.68
	\$29,612.26

ASK for ASAHI JAPANESE BEER—G. G. Girault.

By Balance from last year \$24,414.97
Less Dividend \$12,500.00
Reserve Fund ... 8,000.00 20,500.00
By Transfer Fees ... 15.00
Interest ... 873.40
Balance of Working Account ... 24,838.89
\$29,612.26
S. A. SETH,
Secretary.
W. HUTTON POTTS,
Auditor.

I have compared the above Statement with the Books and Vouchers of the Company, and have found the same in accordance therewith.
HONGKONG, 25th November, 1902.

ROYAL SIAMESE YACHT

AT HONGKONG.

It is not every day that the white elephant on a field of red, the flag of Siam, is to be seen floating in Hongkong harbour and it was with considerable interest that people observed His Majesty Chulalongkorn's yacht steam into Hongkong harbour through the Green Island pass at about half past eight this morning. She is a fine looking steamer, painted white, with two buff funnels, and upper ventilator of the same colour. Her two masts are fitted with fighting tops, and the armament consists of ten 6 pdr quick firing guns, and four 4.7 in. guns on the spar deck, a fore and aft hurricane deck makes a splendid promenade, and a companion from the cool spar deck leads to the luxurious and spacious saloon and cabins below.

The *Maha Chakraborti*, for that is her name, is a vessel of some 2,500 tons displacement, is fitted with twin screws, triple expansion engines, can steam seventeen to eighteen knots and is commanded by Capt. C. Trulle. Her length is 290 ft. by 39 ft. 6 in. beam. She left Bangkok on the 19th and has been considerably retarded in her passage by the moderate to fresh North East Monsoon. Her present mission is to meet the Crown Prince of Siam, who is returning from the Coronation of America and the Pacific, at Yokohama and convey him home. Several Siamese gentlemen are aboard the vessel, the most prominent being Phya Visuth, formerly Siamese minister at London and now chief of the educational department. He is a son of Prince Phib.

Mr. H. N. Mo-y, Consul for Siam, visited the yacht during the forenoon and was received with a guard of honour. She is to take in coal and provisions at Hongkong and leaves for Yokohama on Saturday.

THE LATE VICEROY TAO MU.

REMAINS AT HONGKONG.

The China Merchants' steamer *Hsin Fung* arrived in the harbour yesterday afternoon with the remains of the late Viceroy Tao Mu on board. She was accompanied by the Chinese cruiser *Fu Poh*, under the command of Admiral Le Hou. Several prominent Chinese gentlemen of the Colony, having official degrees, called on board ship this morning and, according to Chinese custom, paid their last homage to the deceased. The late Viceroy's family, numbering in all fifteen persons, are on board, as well as several petty mandarins. The *Hsin Fung* leaves this evening for Shanghai where the remains will be transferred to a river boat, and conveyed to Wuhu.

FACILITATING TRADE AT CANTON.

ENTERPRISING H. K. C. M. S. CO.

According to news from Canton, the wharf previously occupied by the *Chi Kung* has been sold to the Hongkong, Canton and Macao Steamboat Company. The previous owners at one time had a very heavy debt to the Authorities, and it is pre-empted it was sold for this reason. It is the intention of the purchasers to have their West River steamer, the *Sinqua* (Capt. Dixon) and *Nanning* (Capt. Thomas) use this wharf for landing the increasing cargo of cattle they bring down from the West River for Manila. Previously they had to anchor in mid-stream, and discharge the cattle into very inconvenient car-boats. It is also proposed, if satisfactory arrangements can be made with the Harbour Authorities, to extend this wharf to the *Fai Shui* wharf, which is now used by the Company's big steamers *Fai Shui* and *Powan*, and if such arrangements can be made it will greatly facilitate transhipment.

SWATOW NOTES.

(From Our Own Correspondent.)

THE NATIVE QUESTION.

SWATOW, 21st November.
The native situation is greatly improved owing to a considerable fall in the price of rice, due to heavy importation from Shanghai and Yangtze ports. The second local crop from the fields situated on the river banks is now ripe and altogether we now have some 300,000 piculs of rice in Swatow.

NATIVE CHRISTIANS TROUBLED.
Taotai Ting Po-chuen, has proclaimed that native Christians must remember they are still Chinese subjects and under Chinese authority; therefore their complaints must be tendered to the local officials instead of their seeking aid from missionaries to assist them with their lawsuits. Missionaries on their part are to refrain from sending despatches to the magistrates.

GAMBLING.
Gambling in Chiung district has been having such an immoral influence on the people that the magistrate has prohibited it. The prohibition, however, is being paid to the order, and although runners are frequently sent out no raids have occurred or arrests been accomplished.

ASK for ASAHI JAPANESE BEER—G. G. Girault.

"KELANTAN"—"PHRA CHOM KLAO" DISASTER.

FULL PARTICULARS.

It first became generally known, through the medium of this journal, that a collision had occurred between the *Kelantan* and the *Phra Chom Klaw*, and that the *Kelantan* was sunk. We are now able to give full details of the disaster.

It appears that shortly after noon on the 21st inst., at the entrance to Bangkok, between the red light-ship and the black buoy, the inward bound *Kelantan* collided with the outgoing *Phra Chom Klaw*. Eye-witnesses of the collision state that both vessels were proceeding full speed ahead till immediately prior to the impact, when both seemed to reverse their engines, but a long way too late to avert the disaster which followed. With full way on, the vessels crashed together, the bow of the *Phra Chom Klaw* smashing through the *Kelantan* just abaft the engine room, causing a huge hole to be rent almost down to the keel on the starboard side of the latter vessel. The *Kelantan* bending her own stem and also making a hole under her own water line forward. The water rushed into the *Kelantan's* hold and engine room, these being almost instantaneously flooded. In less than three minutes after getting free from the *Phra Chom Klaw* and less than five minutes from the first shock of contact, the *Kelantan* settled down aft and became a total wreck with only her forward half remaining clear of the water. The *Phra Chom Klaw* by means of her water-tight compartment succeeded in remaining afloat and returned to Bangkok. A marvellous feature of the accident is that no passenger or member of either of the crews was lost or sustained injury.

The *Kelantan* was purchased three years ago by the Norddeutscher Lloyd from the "Blue Funnel" fleet, her name then being *the Medusa*. She is commanded by Captain Littmann, while the other vessel was in charge of Captain Brunner. Neither of the ships had a pilot on the bridge. The *Kelantan* had no cargo, being simply in ballast, but the *Phra Chom Klaw* was loaded with rice and sundries for Bangkok. None of her cargo was damaged though water leaked into her through a hole near her stem. The rail to the stern of the *Kelantan* is clear of the water, and as there is little danger, the crew are remaining on board. The European officers are the only ones who have suffered inconvenience. They are now quartered on the bridge deck, but all their stores, and clothing are under water, and supplies have had to be taken to them from Bangkok. As the wreck is on the western edge of what is known as "Deep Hole" it is not in the direct track of incoming or outgoing vessels and is, therefore, no obstruction to free entry to the river.

The Norddeutscher Lloyd are having a bad time with their Orient fleet. No less than three vessels, the *Phra Nang*, *Kelantan* and *Phra Chom Klaw*, of the Bangkok run are disabled and this is the first season when freight is plentiful.

ANOTHER MONSTER SHIP.

COMING TO HONGKONG.

According to the *Tacoma Ledger* the *Tremont*, sister ship of the *Shawmut*, which recently arrived in Hongkong, is the fifth and last of the fleet of great ships newly entered in the Oriental trade by the Boston Steamship Company and making Tacoma the home port. She was built this year by the Maryland Steel works at Sparrow Point, Md., and was launched early in July, sailing from New York on the 31st of that month. Her extreme length is 505 feet; beam 58 feet; with 42 feet depth of hold. She has a dead weight carrying capacity of 14,000 tons, with a gross tonnage of 9,606 and net tonnage of 6,104.

She is perfectly equipped in every respect for handling immense quantities of freight easily and expeditiously. Six derrick masts and nearly a dozen steam winches are a part of the freight handling facilities. She has twin screw propellers with two immense triple expansion engines. Her officers' cabins are fitted up with a degree of luxury seldom found on a freighter, while the crew's quarters are unusually comfortable. The whole ship is fitted with perfect heating, ventilation and sanitary arrangements. In general, her equipment, as well as build, is a duplicate of the *Shawmut's* except that the fittings and finishings are even better in some degree.

The great carrier is in command of Captain T. W. Garlick and has a complement of sixty-eight men in all. She has already shipped a Chinese crew, which was brought over for her by the steamship *Hyades*. Captain Garlick was formerly master of the *Hyades* and is well known to the Gads and in Tacoma.

The *Tremont* made her voyage from New York to San Francisco in fifty-three days, carrying about 8,000 tons of general freight, which was discharged at San Francisco and Seattle. She took the course around Cape Horn, not touching land until entering the Golden Gate.

WILL LOAD FOR ORIENT.
The *Tremont* will load a general cargo for Port Arthur, Vladivostok and other North China ports. The *Shawmut*, which sailed from Tacoma late this summer, with the biggest cargo that ever left the Sound, is expected to be closely rivaled by the *Tremont* on the trip. Her sailing date was scheduled for the 30th ult., but it is doubted if she could be loaded by that time, though the work of taking on cargo was rushed as fast as possible.

The other steamships of the Boston Steamship company, are the *Shawmut*, *Elys*, *Phaides* and the *Hyades*, the last of which was at the time in Tacoma loading cargo for China and Japan.

ASK for ASAHI JAPANESE BEER—G. G. Girault.

THE WRECK OF THE "VENTNOR."

BOUND FOR HONGKONG.

FULL PARTICULARS.

Not long since the *Hongkong Telegraph* published a brief account of the foundering of the *Ventnor*, while on a voyage from Wellington (N.Z.) to Hongkong. Australian papers to hand contain full details of the wreck from which we gather that the steamer had been chartered to take a cargo of coal to Hongkong for the use of the British squadron in China waters, space also being fitted on board for close upon 300 coffins containing the remains of dead Chinese from various parts of New Zealand. A collection of the remains is made every few years by the Chinese Society in New Zealand, and they are sent away by special steamer to be re-interred in the Flowerly Land, all the expenses in connection with the export of the gruesome cargo being paid by the society mentioned. The coal cargo on board amounted to 5,347 tons of Westport coal. Part was loaded at Westport and the balance at Wellington. This coal is in demand by the Navy, owing to its splendid steaming qualities, and large consignments are sent periodically to the East.

On the 27th ult., at 12.40 a.m., the vessel struck the rocks southward of Cape Egmont, New Zealand. In a short time the captain managed to get her off, and proceeded on his journey, but the water gained in No. 1 hold till the 28th, when the ballast tanks were full of water, and the steamer was going down by the head. On that evening she became unmanageable, gradually sinking, until, about 9 p.m., she was going down fast. All hands were then ordered to the boats, and had barely time to get clear before the *Ventnor* sunk. Two boats, containing the chief officer, Mr. Cameron, and the second and third engineers, with 14 of the crew, landed at Omarepe Beach at daylight on the 29th. The steamer *Energy* rescued the *Ventnor's* third boat, containing 10 men, six being Europeans and four Chinese. The boat was half-full of water, and the men very exhausted. The fourth boat capsized when leaving the steamer. Captain H. G. Ferry, the third mate (Mr. Ure), and seven of the crew, were in this boat, and were all drowned.

Captain Ferry had been connected with the Eastern trade for some time, and before leaving New Zealand he was presented with a dragon flag by the Chinese, and he had permission from the Choy Shin Tong Society to fly the flag while in Chinese waters, this being looked upon as a distinguishing honour. A leading Chinese merchant in New Zealand, Mr. Kum Bay Sen Iloy, a member of the Shin Tong Society, was a prominent figure in connection with the shipping of the coffins, and it is stated that the remains of his father went down with the ship in the *Ventnor*. The agents state that the *Ventnor* was comparatively speaking a new ship, and had been specially chartered in view of her adaptability for the coal trade. She was a good (arctic, remarked Mr. Feil, and also steamed well. She was a sister ship to the steamer *Lindshire*, which had on several occasions voyaged to Sydney, and which is, in fact, at present loading sugar at Java for Australia, under the auspices of the Commonwealth Line.

She was a steel screw steamer of 5,601 tons gross, and 2,281 tons net, and was launched in February of last year from the shipbuilding yard of Messrs Russell and Co., being owned by the Messrs S.S. Company, Messrs. Gow, Harrison, and Co., of Glasgow, being managers. Her dimensions were:—Length, 344 ft. 7 in.; breadth, 49 ft. 8 in.; and depth, 18 ft. Captain H. G. Ferry had command of the *Ventnor*, and in addition to the crew, numbering about 35 hands she carried 10 Chinese passengers. These latter were men whose terms of service on various vessels had expired while in New Zealand waters, and according to the articles, had to be delivered back to Hongkong by the owners of the vessel upon which they had originally shipped. Messrs. W. Scott Tait and Co. had the *Ventnor* under time charter, and she was taken over by the firm in Java. She made a successful voyage from Java to Auckland, with 5,500 tons of sugar, and on discharge went south to load for Hongkong. She was expected to take the outer Torres Straits route to China.

SHIP AND CARGO VALUED AT £60,000.
The *Ventnor* and her coal cargo were valued at £60,000, and of this sum £40,000, is put down as the value of the ship, she being a modern vessel, and up-to-date in every respect. The coal cargo is reported to be uninsured. The Alliance Marine Assurance Company had a risk of £4,500 on the bodies, which are reported to have numbered 40.

OPIUM QUOTATIONS.

Hongkong, 26th November.	
Today's quotations are as follows:—	
MALWA NEW	Per chest. \$980/1,020
OLDEST	1,030/1,080
PATNA NEW	985
OLD	995
BENARES NEW	985
OLD	NO 57 CK
PIERSIAN (PAPER)	780/800

Co-day's Advertisement.

LAST NIGHT

WARREN'S GRAND AMERICAN CIRCUS

on the PRAYA, HONGKONG, (Facing the Central Market).

TO-NIGHT AT 9 O'CLOCK
CONTINUED SUCCESS OF THE NEW PROGRAMME.
EVERY ITEM RECEIVED WITH ENTHUSIASTIC PLAUDITS.
EVERYTHING TO INTEREST.
NOTHING TO OFFEND.
GEO. WARREN,
Sole Proprietor.
Hongkong, 26th November, 1902. [1238d]

Co-day's Advertisements.

THEATRE ROYAL.

JANET WALDORF COMPANY.

THIS (WEDNESDAY) EVENING.

"THE LADY OF OSTEND."

THURSDAY AND FRIDAY.

The Theatre will be otherwise engaged.

SATURDAY.

"MAGDA." "MAGDA."

MISS JANET WALDORF in the Potent Title Role.

Hongkong, 26th November, 1902. [128d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY, the 28th November, 1902, at 2.15 P.M., at their

SALES ROOMS, No. 20, Des Vaux Road, A QUANTITY OF

JEWELLERY AND FANCY GOODS. Comprising:

DIAMOND RING, LOOSE DIAMONDS, GOLD AND SILVER WATCHES, GOLD STUDS, LOCKETS, BRACELETS, SCARF-PINS, CHAINS, PEARL AND SAPPHIRE RING, &c., &c.

Also

FIELD AND OPERA GLASSES, MARBLE CLOCKS, E.P. WARE, GLADSTONE BAGS, MIRROR BRACKETS, PHOTO FRAMES, LIQUEUR STANDS, &c., &c.

On view on Thursday, A.M.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th November, 1902. [128d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 29th November, 1902, at 2 P.M.

at No. 16, PRAYA CENTRAL, near the Douglas S.S. Co.'s Wharf, A LARGE QUANTITY OF

VALUABLE JAPANESE CURIOS, Comprising:

SATSUMA AND CLOISONNE VASES and PLATES, TEA SETS, OIL BURNING, FIRE SCREENS, LACQUERED IVORY INLAID PANELS, IVORY C RINGS, JAPANESE VASES, SILK HANDKERCHIEFS, OLD BRONZES, &c., &c.

(RECENTLY IMPORTED FROM JAPAN.) Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th November, 1902. [129d]

TO LET.

NO. 1, LADDER STREET TERRACE, and Nos. 2, 3, 4, 5 and 6, RICHMOND TERRACE.

Apply to

C. F. WARREN & CO., 30, Des Vaux Road, Central.

Hongkong, 26th November, 1902. [12 od]

Co-day's Advertisements.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU," 3,376 Tons,

Captain N. Tate, will be despatched hence for MANILA, on WEDNESDAY, the 3rd December, at Noon.

To be followed by "ROHILLA MARU," on or about 6th December.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street.

Hongkong, 26th November, 1902. [1189d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 25th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th November, 1902. [129id]

Sulphur Candles - KINGZETT'S PATENT.

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd., Bathnal, Green, LONDON, E.

DISINFECTANTS



BUCHANAN BLEND

SCOTCH WHISKY



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
HRH. THE PRINCE OF WALES

SOLE AGENTS

LANE, CRAWFORD & CO.

HONGKONG

Shipping—Steamers.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	W. Lawson	MANILA (DIRECT)...	3rd Dec., at Noon.
ZAFIRO.....	2540	R. Rodger	Do.	10th Dec., at Noon.
PERLA.....	1980	J. McGinty	Do.	Do.
DIAMANTE.....	1980	A. H. Nately	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th November, 1902.

OCEAN STEAMSHIP CO., LIMITED.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PELEUS".....	1st December, 1902.
" "	"TYDEUS".....	15th " "
" "	"TELEMACHUS".....	31st " "
" "	"PROMETHEUS".....	8th January, 1903.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
"TANTALUS".....		9th Dec., 1902.
"ULYSSES".....		23rd " "
"PELEUS".....		6th Jan., 1903.
"ANTENOR".....		20th " "
"ALCINOUS".....		20th Dec., 1902.
"TYDEUS".....		20th Jan., 1903.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"SHANSI".....	19th November.
SHANGHAI.....	"TIENTSIN".....	1st December.
Kobe and YOKOHAMA.....	"FOOCHOW".....	2nd " "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHINGTU".....	4th " "
	"CHANGSHA".....	5th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"MOYUNE".....	3rd November.
" "	"OOPACK".....	10th December.
" "	"NINGHOW".....	25th December.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
MARSEILLES, HAVRE, LONDON and ANTWERP.....	"TEENKAI".....	20th December.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS.	TO SAIL.
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS and NAGASAKI, KOBE and YOKOHAMA.....	"MOYUNE".....	3rd December.
	"NINGHOW".....	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th November, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA, FOR.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship.	Tons.	Captain.	To Sail.
"INDRAPURA".....	4,899	A. E. Hollingsworth	Dec. 1, 1902.
"INDRASAMHA".....	5,197	R. P. Craven	Dec. 14, " "
"INDRAVELLI".....	4,899	W. E. Craven	Jan. 14, 1903.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.....	"DAIGI MARU".....	T. W. Groves	SUNDAY, 30th November.
FOR FOOCHOW.....	"ANPING MARU".....	J. Goto	WEDNESDAY, 3rd December.
FOR TAMSUI.....	"DAIJIN MARU".....	T. Ogata	SUNDAY, 7th December.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

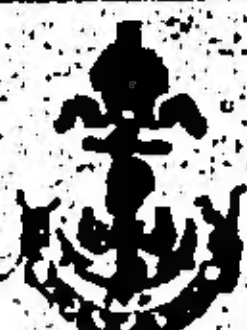
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 24th November, 1902.

Shipping.
STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co.'s Accelerated Line to TRIESTE.) (Taking Cargo at through Rates to the PERSIAN GULF, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS. THE Company's Steamship

"TIROL," Captain Bretfeld, will be despatched as above TO-MORROW, the 27th instant, P.M. This steamer has special accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Princes' Buildings, Hongkong, 19th November, 1902. [1168d]

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA. THE Company's Japanese Mail Steamship.

"KASUGA MARU," 4,000 Tons, Captain Hector Fraser, will be despatched for the above Port TO-MORROW, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 5th November, 1902. [1177d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"BAVERN," of the NORDDEUTSCHER LLOYD, Captain H. Blecker, due here with the outward German Mail about THURSDAY, A.M., the 27th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 24th November, 1902. [1567d]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUETOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"TONKIN," Captain Schmitz, will be despatched for the above Ports on or about MONDAY, the 1st December.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 24th November, 1902. [1004d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE. VIA

USUAL AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, of which can be obtained on application to the Undersigned.

NEXT SAILINGS. "CHANGSHA".....leaves on 5th Dec.

"CHINGTU"....." 29th Dec.

"TAIYUAN"....." 20th Jan.

"TSINAN"....." 20th Jan.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C.N. Co., Ltd. 782d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. "ORONO".....About 10th Dec.

"CROYDON"....." 20th Dec, 1902.

"MOGUL"....." 3rd Jan.

"HINDUSTAN"....." 15th Jan.

"MACDUFF".....To follow.

"SHIMOSA"....." 15th Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 22nd November, 1902. [1339d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EMPIRE," Captain McArthur, will be despatched for the above Ports, on THURSDAY, the 11th December, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd November, 1902. [1276d]

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 28th instant, at Daylight.

For Freight or Passage apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 25th November, 1902. [1284d]

"BEN" LINE OF STEAMERS. FOR GENOA, LONDON AND ANTWERP. THE Steamship

"RENMORH," Captain Wallace, will be despatched as above on WEDNESDAY, the 10th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1902. [1187d]

Consignees.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE. THE N.D.L. Steamship

"STRASSBURG," Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA-LINIE, Hongkong Office.

Hongkong, 20th November, 1902. [1233d]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 213), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant, will be subject to rent.

No Fire Insurance has been effected. E. W. TILDEN, Agent.

Hongkong, 21st November, 1902. [1187d]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH & LONDON. THE Steamship

"MONMOUTHSHIRE," Captain H. N. Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 21st November, 1902. [1252d]

CONSIGNEES NOTICE.

S.S. "SALAMANCA" FROM BANGKOK. CONSIGNEES of 100 Bags of Rice marked

E. F. PUNTARENAS No. 1/105 shipped by E. F. FORTINO, are hereby notified that same have been landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. BRADLEY & CO., Agents.

Hongkong, 21st November, 1902. [1264d]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 24th November, 1902. [874d]

NOTICE.

CONSIGNEES OF Cargo per Steamship "KENNEBEC,"

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or Loading of the Vessel will be landed and stored at Consignees' expense.

No Fire Insurance will be effected by us in any case whatever.

STANDARD OIL CO. OF NEW YORK.

Original Shipping Department by

J. W. BOLLES, Agent.

Hongkong, 24th November, 1902. [1276d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. Victoria.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd November, 1902. [14]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1st December will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st December, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1902. [1285d]

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

Hongkong, 22nd April, 1902.

Hongkong, 22nd April, 1902.

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Hongkong, 22nd April, 1902.

Hongkong, 22nd April, 1902.

Hongkong, 22nd April, 190

THE SHARE MARKET.

(NOVEMBER 26th.)

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office on the forms already mentioned, with the latest available information, to the same effect as the

BENJAMIN, KELLY & POTTS,
Share Brokers.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office on the forms already mentioned, with the latest available information, to the same effect as the

THE SHARE MARKET.

AUTHOR QUOTATIONS

PAID UP VALUE.			LATEST QUOTATION.	
\$	125		\$637	buyers
6	8		527	sellers
6	1		\$10	

Traders' Insurance Company, Limited...	\$	25	\$63 sellers
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\$	25	Tails 1774
\$	60	\$132 buyers
\$	50	\$1674 sales
surances.		
\$	50	\$350 sellers
\$	20	\$86 sellers
oping.		
\$	15	\$38 sellers
\$	10	\$98 sellers
\$	50	\$26 buyers
\$	5	nominal
\$	50.	\$414
\$	10	\$23 sellers
\$	5	\$13 sales

teamship Company, Limited	\$	50	\$414
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France	100																				
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ing and Trading Company, Limited	Francs 250	5000 sellers
\$	5	\$1.50 sellers

20	18s. 10d.	\$6½ buyers
2	1	Tails 8.10
s and Godowns.		
\$	50	\$212½ ex div. sales
Tails	100	Tails 205 sellers
\$	50	\$50 sellers
\$	6½	\$37 buyers
Tails	100	Tails 307½ sales
and Building.		

Land Investment and Agency Com-

\$	100	\$184 sellers
\$	30	\$31 buyers
\$	50	\$50 sales and buyers
\$	50	\$140 buyers
\$	50	\$40
\$	25	\$40 sellers
Tacis	25	Tacis 10 sales
Tacis	25	Tacis 25
\$	10	\$124 sellers
Tacis	50	Tacis 125 sales

Mills.

\$	10	\$17 buyers
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Spinning and Weaving Company,	Tools 120	Tools 38 sales
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Taels 100	Taels 30 sales
Taels 100	Taels 40 sales
Taels 100	Taels 38 sales
Taels 500	Taels 150
Cigarette Company,	
\$ 500	\$500 sellers
\$ 50	\$40 sellers
\$ 20	Taels 45 buyers
Taels 50	Taels 40
aneous.	
\$ 10	\$20 ¹ / ₂ sales and buyers
\$ 15	\$45

on & Co., Limited.....	\$	10	\$15 sales
------------------------	----	----	------------

10	\$7 buyers
10	\$13 buyers
5	\$51 buyers
10	\$140 buyers
50	\$120 sellers
25	\$50 sales
25	\$240
100	\$345
6	\$12 sellers
50	\$40 sellers
10	\$35
6d.	\$1 buyers
4	\$181 buyers
10	\$155
	nominal

Trading Co., Limited	\$	20	\$19½ sellers
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\$	7	\$84 sellers
\$	20	\$15 sellers
\$	50	\$50
\$	50	\$15 sellers
\$	10	\$9 buyers
Totals	100	Totals 340 sales

BENJAMIN, KELLY & POTTS,
Share Brokers.

EXPECTED.

LS NAME	FROM	AGENTS	DU
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Melchers & Co.....	To-morrow
Butterfield & Swire.....	To-morrow
Pacific Mail S. S. Co.....	November 28th
Nippon Yusen Kaisha.....	November 28th
Messageries Maritimes.....	December 1st
Boston Tow Boat Co.....	December 1st
P. & O. S. N. Co.....	December 1st
Boston Tow Light Co.....	December 2nd
Butterfield & Swire.....	December 3rd
P. & A. S. S. Co.....	December 4th
P. M. S. S. Co.....	December 4th
Butterfield & Swire.....	December 10th
C. P. R. Co.....	December 11th

..... San Francisco Pacific Mail S. S. Co. ... December

insists to the style in which the Steamers Expected these columns and in so doing respectfully urges to their clerks that whilst this office, on the available information of every day.

Gentlemen's

Outfitting

Department

Now Open.

28, Queen's Road

Opposite

Hongkong Hotel.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's

Outfitting

Department

Now Open.

28, Queen's Road

Opposite

Hongkong Hotel.

FASHIONS FOR 1902-03

MAY NOW BE SEEN IN OUR

DRESSMAKING DEPARTMENT.

EVENING GOWNS. BALL AND WEDDING DRESSES. WALKING AND AFTERNOON

COSTUMES IN THE LATEST

FRENCH, ENGLISH, AND AMERICAN STYLES.

SEASON'S STOCK OF RICH APPLIQUE TRIMMINGS, LACES, SILKS, SATINS,

PEAU DU SOIE, CREPE DE CHENE, CHIFFONS, GAUZES, ETC.

MAGNIFICENT FUR COATS AND CAPES.

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